Many Miners Already Leaving Butte, and Thousands Are Likely to Follow-Hearing of the Amalgamated Case on Appeal May Be Delayed Six Months.

BUILL, Mon., Oct. 27.-The prospects for a settlement of the Heinze-Amalgamated Copper Company situation, and the reopening of the mines to-day appear very F. A. Heinze's refusal to sell his holdings in the Boston and Montana and Parrott companies except under certain prohibitive conditions puts the Butte niners' union out of the negotiations for a settlement. Attorneys in the case say the appeal from the Clancy injunction orders cannot possibly be presented to the Suame Court within two months, although both sides are working to expedite proceedings and unless the Supreme Court consents to advance the case for hearing cannot be presented before the expiraion of four to six months.

In the meantime, unless something unforeseen turns up to bring about an adinstruent, the Amalgamated properties will remain idle. Already hundreds of miners are leaving the city, and when it becomes certain that an early resumption of work ossible thousands will leave for other

The negotiations for the purchase of the MacGinniss and Heinze stock by the Butte miners' union is practically off. Heinze says MacCinniss left the State in fear of violence, but MacGinniss, who Salt Lake, left because he did not want to meet the miners' committee, beeving the latter was not representative of the miners of Butte, and he looked upon the offer of the union as a bribe to desert Heinze in his fight "to keep Montana free of Standard Oil control.

William Scallon, president of the Araconda Copper Company, to-day issued a long statement in behalf of the Amalgamated ompany, in which he declares that the courts are not only biased and prejudiced, but corrupt also, and that the fight on the Amalgamated is one of confiscation by Heinze. He said: The present conditions have occurred

as the culmination of years of outrages upon these companies in the litigation against them. All the property of the Amalgamated Company is involved. Its very right of existence is involved, the reporty rights of these various companies re involved.

A systematic campaign, which we do not hesitate to characterize as blackmall, has been prosecuted against them in the courts. These companies are debarred, seemingly without any present remedy, of their constitutional and sacred rights to the trial of their causes by impartial judges.

"The Constitution guarantees an impar-tial justice without sale, denial or delay. We leave to any fairminded man acquainted with the conditions to say whether these rights have been accorded to them. The two judges before whom these cases have the public interest is aroused.

at all, and the immediate inference was that they were mable to say anything encourage acquainted with the situation to be either they were mable to say anything encourage acquainted with the situation to be either they were mable to say anything encourage acquainted with the situation to be either they were mable to say anything encourage who were arrested on Monday charged with attempting to extent \$5,000 from the pressions of the situation at St. Louis, it being deciared in one quarter that the trouble way, were arraigned yesterday in the was worse than represented and in another.

Tomas police oourt and held without bail to say anything encourage with attempting to extent \$5,000 from the pressions of the situation at St. Louis, it being deciared in one quarter that the trouble way, were arraigned yesterday in the way were mable to say anything encourage.

giad the public interest is aroused.

If public interest and public sentiment will enforce the correction of the conditions which have brought about this most un-fortunate culmination, and which have been for years productive of the most crying njustice and outrages, it will do much to estore normal conditions.

Mr. Scallon also said that should Heinze's

get deeds from the Anaconda and Parrot companies, assuring him title to all the reins and ore bodies within the Nipper veins and ore bodies within the Nipper claim; in other words, granting to him all he claims under the Nipper title. Under that he could lay claim to a large portion of the Never Sweat and Parrot mines. The value of the property which Mr. Heinze thus covertly seeks to obtain by this offer cannot be stated offhand, but it is enormous. For his little 100 shares of Boston and Montang stock and his eighty shares of Parrot stock MacGinniss, Heinze & Co. would get millions of dollars. Note, also, that the market value of the MacGinniss stock, judging from the present quotations of the Amalgamated and Parrot, is less than Mac-Ginniss paid for it. These figures were, of course, not explained or stated by Mr.

delize in his printed offer.

"In addition to that, he makes another condition which is equally an insult to the miners' union, as well as to myself. He requires the miners' union to obtain from Scallon and Mr Rogers an agreement that the Amalgamated properties shall be worked continuously for one year, and that wages shall not be cut for three years, as though the miners' union needed any while or driving by Mr. Heinze to protect their rights, and as though there was any danger or thought on their part of any danger, or as though they needed this

If-constituted protector.
"I think the miners' union know they do not need this protection. I think they know that their wages are not in danger for three years, or at all. Neither Mr. Rogers nor myself would stand for any ut of wages.

WHY ARBITRATION IS IMPOSSIBLE. fficers of the Amalgamated Copper Company in this city declined yesterday to

nake any statement as to the proposition f. F. Augustus Heinze at Butte on Monday elative to a settlement of the litigation tween him and the Amalgamated comny. It was understood that the state-ent issued in Butte by William Scallon, head of the Montana interests of the Amalgamated company, in their opinion fully covered their side of the case. Regarding Heinze's proposition a lawyer in this ity familiar with the status of affairs said

Arbitration concerning title to real estate s forbidden by law. Arbitration on the construction of a statute by a layman is construction of a statute by a laying in sonsensical. Judge Clancy has continued an injunction. Mr. Heinze suggests arbitration, provided the Nipper case is brought in, and that concerns title to real estate, arbitration concerning which is forbidden, as already stated. Judge Clancy further says that the Analgaranted Cooper Comsays that the Amalgamated Copper Com-pany has no right to do business in Monand under the statute. Arbitration of lat by a layman would be ridiculous."

FINANCIAL NOTES.

The Woolson Spice Company has advanced the woodson spice Company has advanced the price of its brand of package coffee half a cent a pound to all cents net. This bridge is price to the same as that of Arouckle Bros. for their brand of package coffee, the advances that have coursed are due to the higher prices at which green coffees are now selling.

story which reached Wall street yesters from Atlanta that a consolidation was ler way of the various South in and Southern roads controlled or leased by the antic toast Line was denied by an officer the Coast Line, who said that the present us of these roads will be maintained.

Five Store Tin Plate Mills Start Lp.

SHABON, Pa., Oct. 27,-The American Tin Plate Company to-day placed five more wills in operation at South Sharon, making fifteen now working. It was announced that the five remaining mills will be started cart wednesday, which will be the first time in several months that the plant has been operated to its utmost capacity. It is said that the work s-will be you steadily all winter?

GOSSIP OF WALL STREET.

For the first time in ten days American stocks in the London market advanced above New York parity over night. The quota-tions received at 9:30 o'clock from the other side, representing the 2 o'clock condition of the London market, ranged from 1/4 to 1 per cent. above the preceding day's closing prices here. This improvement abroad was thought to portend an uneventful fortnightl settlement. It was reported that a large short interest in American securities been disclosed. London houses were heavy buyers in this market during the forenoon, taking perhaps as much as 10,000 shares of Union Pacific alone. It was estimated that into a national bankers' mutual fidelity their aggregate buying amounted to between 40,000 and 50,000 shares.

In this market the international stocks opened at about a parity with the London of a certain small percentage of the deposits quotations.

A considerable block of United States Steel stock, both common and preferred, was bought yesterday on orders from the Continent. The certificates are to be shipped at once. International banking houses report a steady demand from the Continent for high-class investment securities. One house has had orders already this week for bonds to the amount of \$100,000. There has developed very recently a foreign interest in the old Rock Island general 4s, which have advanced from around par to 104, partly on buying for the Continent. This is a security in which there has never been much foreign

Traders who bought the market on a lower level sold heavily on the advance yesterday forenoon. It was reported that the Field crowd was selling through various brokers and the impression on this point was that the Waldorf contingent got out of a big line of stocks at about the highest prices. Besides the realizing, there was considerable selling for a reaction. Timid traders who sold the market short on the opening bought back their stocks at a loss before the end of the first hour. The room crowd in general resisted the advance, but appeared to be uneasy on the short side. At midsession, when the market had become very dull, a broker reported from the floor that the shorts were much more nervous than those who were long of stocks. "The professional element," another said, "is uneasy, not because it is afraid that it cannot get out of its long stocks, but because it fears the market will not break so that it can get back its short stocks."

It was considered that a reaction was due on technical conditions alone when reports were received from St. Louis saying that a run was in progress there on two of the big trust companies. The first of these reports reached the Street shortly after 1 o'clock, and the bear contingent seized upon it as a pretext for attacking the market. Prices reacted rather sharply. On the recessions there was active short covering by traders who had sold the market during the forenoon. This buying was said by observers to be the principal support on the decline. The general observation was that the market acted very well, everything considered. The later reports from St. Louis were somewhat reassuring. Information from that centre, however, was slow in getting through, and unsatisfactory when it arrived. Some financial authorities at St. Louis, to whom inquiries were addressed by Stock Exchange houses, refused to say anything

that the incidents on which the rumors were | for examination to-day. based had no ugly significance. In a dilemma based had no ugly significance. In a dilemma of this character Wall Street takes it for granted that the worst is true; and so it was asserted last night that the stock market closed under the worst construction of the St. Louis trouble.

Mr. Scallon also said that should Heinze's proposition be accepted it would mean the distribution among him and his associates of property worth \$281,000. Mr. Scallon continued as follows:

"Before the clerk of the Supreme Court, in 1900, Mr. Heinze, on his oath, testified that his 31-36 interest in the Nipper was worth \$5,000,000. If his statement under oath was anywhere near true, it would follow that, according to Mr. Heinze's sworn testimony, he would get, in addition to the enormous sums above mentioned, an interest worth, according to him, \$308,450.

"But there is something more important yet involved in his conditions. He must get deeds from the Anaconda and Parrot."

St. Louis trouble.

Brokers reported only a very moderate increase of outside buying on the foremon and the foremon advance. The brokers have discount and was arrested, with Gilroy, an alleged confederate, who was employed in the agency's office.

One who knows a good deal about the public's mental attitude toward the stock market under varying conditions, having made a particular study of it, said yesterday that the edwance had not gone far enough to attract the public. The outside buying confession will show that there has been an organized conspiracy to bleed large corporations. He must get deeds from the Anaconda and Parrot.

Meanwhile, he said, the professional character of the market is criticised unjustly, for how get deeds from the Anaconda and Parrot. else would a bull market start except by professional manipulation? Did anybody suppose, he asked, that the public would start a bull market of its own accord?

The borrowing demand for stocks in the The loan department yesterday was moderate higher. The prevailing rate last night was ball of New York against Alfred S. Hayes 2% per cent. Some brokers imagine that as the extent of the short interest is reduced purchase of the Canada, Altantic and Plant call money rates are likely to stiffen, not only because the return of stocks by borrowers to the lenders involves a rearrangement of loans, but because in the returning of many securities a certain proportion will fall into weak hands.

that if certain big Western shorts were to take alarm and begin a retreat something sensa-tional might result. This led to a discussion way of knowing for sure whether there is a large Western short interest, but brokers and others who should be able to do close guessing on the subject assert that there is. said that one of the most prominent of the "Western bear houses" that figured so promi nently in the market recently has not covered its stocks. This is largely, however, a matter of conjecture. It may be significant that belief in the existence of a considerable Western short interest is strongest in Western

Complaints were made vesterday that it was hard to sell Metropolitan on the high prices. When the stock was quoted at 111% bid and 111% asked, an order was sent in to sell 100 shares at 1111. The stock was immediately quoted at 111 bid and 1111, asked. The selling order was reduced to 111, and then the quotation was 110% bid and 111 asked. That particular selling order was thereupon cancelled. Experiences similar to the described were more or less common, but they were not necessarily significant. The frac-tional fluctuations of a stock like Metropolitan are often controlled by the specialists, who offer the price down when anybody wants to buy. Metropolitan had a volume yesterday of less than 7,000 shares. It advanced 1 per cent. in the forenoon, but lost the entire gain in the afternoon and closed unchanged from Monday's final quotation. Some of the buying was thought to represent belated short covering. There has been a stubborn

A prominent banking house offered for of railroad bonds that it had been carrying for several months, unable to find a fair market. The house would have been satisfied to receive the price it put upon the bonds, but they brought % of I per cent. more than the

ment on the Gould stocks, especially Mis-souri Pacific and the Wabash issues. The buying of the latter is said to have been good Harriman & Co. were conspicuous buyers of Missouri Pacific yesterday Their purchases VIII. were estimated at anywhere from 6,0 15,000 shares. They were also targe buyers of various other stocks. It. B. Hollins & Co. and four or five other prominent houses bought the market freely during the fore-

some brokers thought the relief of Alumigumated Copper yesterday was better thin the buying. After a "wide" opening, with 7,600 shares at a running quotation of from 30's to 38%, the stock grew heavy and later . veloped weakness, with the rest of the mario t reputation for moving independently of the general market. It closed yesterday at the lowest price, which was \$75¢, showing a net log of percent advancing. Amalgamated Copper has a

TO STOP FAILURES OF BANKS.

PROPOSED NATIONAL UNION TO GUARANTEE CREDITORS.

Basis of One Per Cent. of Deposits Suggestion That Asset Currency Could Also Be Protected in This Way.

INDIANAPOLIS, Oct. 27 .- An effort is to be

made to organize the banks of the country

association, the purpose of which is to guarantee all creditors against loss. It is intended to constitute a guaranty fund out central association. It is thought that a contribution of 1 per cent. of the deposits of all the banks will be emple protection to the creditors of any banks that may fail. Samuel B. Archer, of Saratoga, N. Y., who is promoting the plan, thinks that its adoption would greatly lessen the number of bank failuss. There is to be a close supervision of the banks by the association. Mr. Archer holds that with such protection to the protection of the production of the production of the production is ground by series to allow

to the creditors it would be safe to allow the banks to issue asset currency, over and above their present ond secured circula-tion, up to 50 per ce . . of their capital. One effect of the scheme if it were adopted, One effect of the scheme if it were adopted,
Mr. Archer says, would be to take the government practically from the banking business. The associated banks would protect
their own asset note holders and depositors and would themselves hold the funds
necessary to accomplish that end. If enough banks agree to come into the or-ganization an association will be formed and Congress will be asked to give it favor-

PURSUE BANKRUPT OVER SEA. Arrest in Budanest of New Yorker Who Said He Had Lost His Assets in a Street Car.

Adolph Friedman, arrested at Budapest, where he was running an American summer garden, on the charge of fraudulent bankruptcy in New York, is the dry goods auctioneer who said he lost \$19,000 on a Fourteenth street car in December, 1898, while going from the Fourteenth Street Bank going from the Fourteenth Street Bank to his store at Eighth avenue and Twenty-fourth street. Alexander Blumensteil ex-amined the bankrupt before Referee in Bankruptcy George C. Holt, who is now Judge of the United States District Court. Blumenstiel said yesterday that he ught a proceeding to compel Friedman account for \$36,587, drawn from the o account bank by Mr. Friedman. Referee Holt rendered an opinion, in which he directed that Mr. Friedman turn over \$51,587 to the trustee and in default thereof be punished for contempt. The decision was made on May 29, 1899, but before it could be served upon Mr. Friedman he escaped from this gone to Europe, and he was traced to various cities and finally located at Budapest, where he was arrested at the instance of Dr. Fodor, an attorney there, acting for several of Mr. Friedman's creditors.

PLAN TO BLEED CORPORATIONS. Gilroy's Confession Will Disclose & Con-

Stenson, who was formerly employed papers belonging to the agency, including a list of the agency's subscribers. He demanded \$5,000 for the return of the papers,

PLANT STEAMSHIP SALE.

F. J. Klimball Asks \$50,000 Award on a Contract He Had to Raise Money. Boston, Oct. 27.-Judge Braley of the Supreme Court to-day gave a hearing on Loaning rates showed a tendency to work | the bill in equity brought by Frank J. Kimof \$50,000. Kimball says that he entered into a contract with A. S. Hayes, C. E. Gale, F. J. Daggett and C. E. Pey to raise \$50,000 for them to use in the purchase of the Plant Steamship line. He says he had submitted a proposal to the Federal Trust Company fall into weak hands.

One who is regarded as a pretty good authority on market matters declared yesterday

a proposal to the Federal Trust Company of Newark, N. J., but before the company accepted his application for the loan, Hayes forming him that he had decided to accept Boston money. He now seeks to hold

Haves and his associates to the contract. BRIDGE OVER SALT LAKE BUILT.

Work Completed, but First Train Will Not Be Run Until Mr. Harriman Arrives. SALT LAKE, Utah, Oct. 27 .- E. H. Harriman's \$6,000,000 cut-off across Great Salt Lake was completed to-day, and Mr. Harriman and a party of Southern Pacific officials will come West to test the wonderful forty-mile bridge. When the last spike was driven to-day the 2,000 workmen gave a shout that was heard across the lake. The rest of the day was it in celebrating the completion of the

Mr. Harriman's special will be the first Mr. Harriman's special will be the first train to run across Great Salt Lake over the cut-off. He will make the test trip on Nov. 30, and by Dec. 1 trains to and from San Francisco and Chicago will run across.

I Cent a Gallon More for Kerosene. The Standard Oil Company has made another advance of one cent a gallon in all grades of refined oil. This makes an advance of 1¹, cents a gallon in the wholesale price for refined within a week.

Court Calendars This Day.

2, 12021, 12078, 11900, 12424, 12447, 12043, 12561, 12671, Fart III Case undustated Industation, 1242, 1243, 1256, 1379, 11765, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675, 12675,

trogates' Court Chambers For probate Tell Tell - 1 art 1 Cale 11.

1. 107 1540 11.2. 11.5, 1752, 155, 1105, 1105, 1201, 1501, 1501, 1502, 1506, 1105, 1201, 1501, 1501, 1502, 1504, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1501, 1

Court of Appeals Calendar. ALBANY, Oct. 27. -Court of Appeals calendar for to mornow. Nos 24.79, 44,84,80,87,88 and 317.

TO CUT PIG IRON PRODUCTION.

secting of the Bessemer Furnace Men Called to Consider the Question. PITTSBURG, Oct. 27 .- J. G. Butler, Jr. of Youngstown, Ohio, president of the Bessemer Furnace Association, has called a meeting of the pig iron committee to held in Pittsburg to vote on a plan to curtail the production of pig fron still further. The committee expects to meet in about ten

The original plan was to cut down the production 25 per cent., but the demand for pig iron has become even less than it was at that time, and the furnace operators generally in this district are holding their output far below that from the simple scarcity of orders. Prices are holding. of all the banks, which is to be paid to the there being little reason to cut them. On the other hand, the billet market is im-

> GEORGE GOULD TO NEW ORLEANS. Tells the Levee Convention What His Rail-

> reads Are Doing in the Valley. The plans of the Gould system in the Mississippi Valley are set forth in the following telegram sent by George J. Gould to J N. Luce chairman of the New Orleans levee committee and read vesterday at the levee convention in New Orleans:

> I regard your convention to be held in event for the entire Mississippi Valley and all the great and diversified interests therein, and I hope the views and plans for levee

all the great and diversified interests therein, and I hope the views and plans for levee protection that will be formulated will be so desirable to all interests, including those of your great city, that they will commend themselves to the public at large and to the Congress of the United States, where it is hoped liberal appropriations will be provided.

The railroad interests I am connected with have under way and partly completed a low grade line of road from East St. Louis to New Orleans, crossing the Mississippi River on a great bridge at Thebes, Ill. When this line is completed it will be a water grade paralleling the Mississippi and opening up virgin forests upon its west bank, and in addition it will make accessible great areas of farming lands susceptible of a high degree of cultivation if safe from hundation.

We are also, at great expense, rebuilding the railroad between Little Rook, Ark., and Coffeyville, Mo., and are constructing a new low grade line of railroad in the White River Valley to connect our Kansas City line with the main line of the Iron Mountain road.

All of this, with necessary appurtenances, will amount to from \$40,000,000 to \$50,000,000, and the work has been under way for two or three years, with the belief on our part that this great investment, the bulk of which will be in the Mississippi Valley, will be protected from damage by floods and inundation. The completion of our plans herein above outlined will inure greatly to the benefit of the city of New Orleans and largely add to her maritime trade. to her maritime trade.

EXPORTS OF MERCHANDISE.

Exports of merchandise from the port of New York, as reported at the Custom House, compare as follows with those of last week and the cor-responding week one year ago: From Jan. I to date they compare as follows with

This year. \$ 409 210.867
Last year. \$ 895,700.013 HOTELS AND RESTAURANTS.

WHERE TODINE 3 Park PL
Alc., a la carte—Tidh., Table d'hote. Cortlendt.
Table d'Éole dinner.
\$1.50. Music.
Restaurant a la carte.
Sopper. Cafe des Beaux-Arts | 80 W. 40th St. Musique et chants des Troubadours.
Select and Exclusive Restaurant.

Hotel Wellington { 7th Ave. 5th & 56th Sts. direction of August Coder, chef of Santaga Club Dinners Alo. Banqueta. Private dinners. A. W. Eager f Irving Place & 16th St., near Union Square.

Hotel Westminster

SOUTHERN SPECIALTIES. Southern dishes in true Southern style. Tdh. Dinner, \$1.25 Cuisine Francaise. Hotel Lafayette Old Hotel Martin.
University Pl. & 9th St. Music by Strettl's Orc Cafe Boulevard 2d Ave. & 10th St. Alc. & Tdh. Hungarian Orchestra.

Cafe Boulevard

2d Ave. & 10th St. Alc. & Tdh. Hungarian Orchestra.

Burns'

{

World Renowned Restauraut. 45th St. & 6th Ave. Fine Orchestra. Terrapin, Game, Shellissi.

Healy's B'way, Col. Ave. & 66th St. offers tonght a good orchestra & fine ale, dinner.

13d St. & 6th Ave.) Noted for shelliack's 74th St. & Columbins! Ish and game.

Broadway Central 3d St. & B'way. American Dinner, 75c., 530 to 2 P. M.

The Gregorian 35th St., bet. 5th & 6th Ave. Alc. Late evening concerts.

124th St. & 7th Ave. Alc. Idn., Idn., Vienna Music.

Little Hungary wine. Music every evening. Neapolitan Mandolinists & Singers. Tues. Wed., Thurs.

6th Ave. and 18th Street.

Lunch and Dinner.

Alc. Bus. Maris Junch. Tdh. dinner.

Significant St. Sth. Ave., opp. Central Park.

Alc. Bus. Maris Junch. Tdh. dinner.

Ardin French table d'hote, 55c. (with wine).

YeOldeTavern 151 Dunner St. Qualitat surroundings.

Dinner by arrangement. Alc.

Hotel. Martha Washington, 29 E. 29th

St. Ladies & Gentlemen's Junch & dinner. Music.

PROPOSALS.

AQUEDUOT COMMISSIONERS' OFFICE Room No. 207,
Stewart Building, No. 200 Broadway,
New York, October 16, 1903.
Bids or proposes New York, October 10, 1993.

TO CONTRACTOPS:
Bids or proposals for doing the work and furnishing the materials called for in the approved form of contract now on ale in the office of the Aqueduct Commissioners, for cutting timber and clearing the grounds on the Croton River Division of the new Croton Reservoir, will be received at this office until twelve o'clock noon, on Thursday, November 5, 1903. They will be received at this office until twelve o'clock noon, on Thursday, November 5, 1903. They will be releved at this office until twelve o'clock noon, on the contract for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable. Biank forms of said approved contract and the specifications thereof, and bids or proposals and proper envelopes for their enclosure, form of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see City Record, published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

WILLIAMH, TEN EYCK, President.

HARRY W. WALKER, Secretary.

ENGINEER OFFICE, U. S. ARMY, Room 2 bustom House, Norfolk, Va. Oct 24, 1993 — Sealed proposals for furnishing and delivering Portland ement, broken stone and lumber at Fort Monroe, a., will be received here until 12 M., Nov. 23, 1993, and the proposal of the proposal of

FORT TERRY, N. V., Sept. 29, 1908.—Scaled proposals, in triplicate, will be received here until 12 M., Oct. 29, 1908, for sinking 8 tubular wells. Information on application. V. S. reserves right to accept or reject any or all bids or any part thereof. Envelopes containing proposals will be indorsed "Proposals for Sinking Wells," and addressed S. Y. ERITT, Q. M.

OCEAN STEAMERS. JAPAN-CHINA Hawaii and Philippine Islands.

OCCIDENTAL AND OMENTAL S. S. CO. TOYO KISEN KAISHA. Between San Transisco, Homento, Yokobama Robe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Prancisco at 1 A. M.
Copulo. Oct. Si Gaelle. Nov. 26
American Maru. Nov. 10 Hongkong Maru. Dec. 29
Korea. Nov. 15 Ching. Dec. 12
For freight, passenger and general information apply at 349 Broadway, or 1 Broadway, Washington Edg., and 287 Broadway, N. Y. Chy.

HOLY LAND, EGYPT, SOUTH OF FRANCE, AND ITALY OCEAN TICKETS BY ALL LINES. CUNARD LINE.

Lucania Oct. 81,000 Umbria Nov. 21, 3 M Etruria Nov. 7, 7 AM Lucania Nov. 28, 11 AM Campania Nov. 14,0000 Eturia Dec. 8, 6 AM Carpathie, Nov. 24, 10 AM | Aurania | De Carrying cabin and steerage passet Carrying cabin and steerage passengers
From Piers of C. North River.
VERNON H. BROWN & CO., Gen. Agts., 29 B'way

NEW YORK TRANSPORT LINE Minne'ha, Oct St. 1 80P M | Min apollo Nov 14 1 20 P M FOR HATES, LTC., APPLY TON BROADWAY.

RAILROAD.

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS.

LT The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.45 A. M.—FAST MAIL—Parlor. Sleeping and Dining Cars. For Chicago, Indianapoils and Louisville.

Louisville.

5.55 A. M.—STLOUIS LIMITED—Pullman Sleeding Sincking and Observation Care. Checinaal, Indianapolis, S. Louis. Dining Car.

16.25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago. Cieveland, Toledo and Detroit.

1.58 P. M.—CHICAGO AND STLOUIS EXPRESS.—For Toledo, Nashville via Checinaul and Louisville, Indianapolis, Chicago, S., Louis. Dining Car.

Car.

4.55 P. M.,—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland Dining Car.

5.55 P. M.—ST. LOUIS EXPRESS—For Pittsburg, Cincianati, Indianapolis, Louisville, St. Louis, Indianapolis, Louisville, St. Louis, Indianapolis, Louisville, St. Louis, Concionati, Indianapolis, Louisville, St. Louis, Concionati, Indianapolis, Louisville, St. Louis, Concionation Car.

5.55 P. M.—WESTERN EXPRESS.—For Chicago, For Toledo, except Saturaey. Dining Car.

5.55 P. M.—PACIFIC EXPRESS.—For Pittsburg, and Chicago. For Knoxville daily, via Sheniandoah Valley Route. Connects for Cleveland, except Saturday. except Saturday.

5.25 F. M. -CLEVELAND AND CINCINNATIEX
PRESS.-For Pittsburg, Cleveland, Cincianati,
Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH WASHINGTON AND THE SOUTH.
7.55, 8:25, *9:25, *10:10 (Desbroases and Cordandt Streets, *10:20, *10:35 a.m., *12:35, 2:10 (Desbroases and Cordandt Streets, 2:20), (3:25 "Congressional Limited," all Parior and Diring Cars, *3:25, *4:25, *4:55, 9:25 P. M., 12:10 night. Sunday, 8:25, *9:25, *10:55 a.m., *12:35 (3:25 "Congressional Limited," all Parior and Dining Cars) *3:25, *4:25, 4:55 (Desbroases and Cordandt Streets, *5:16), 9:26 p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily. night daily.
ATLANTIC COAST LINE.-Express, 9:25 a. m. seand 9:25 p. m. dally. SEABOARD AIR LINE RAILWAY.-Express, 12:55 SEADOARD ARR LINE RAILWAY.—Express, 12-36
p. m. and 12-10 night daily.
NORFOLK AND WESTERN RAILWAY.—For
Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m.
week-days and 4:56 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLK.—
7:55 a. m. week-days and 8:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. weekdays, Sundays, 7:55 a. m. Through Vestibuled
Trains. Buffet Parlor Cars and Standard Comence
on week-days. Parlor. Smokling. Car. Parlor on week-days. Parior Smoking Car, Parlor Cars, Dining Car and Standard Coaches on

Sundays.

CAPE MAY.—12:55 p. m. week-days.

For points on New York and Long Branch Rallload (from West Twenty-third Street Station),

8:55 a. m., 12:10, 3:25, 4:10 and 4:55 p. m. weekdays. Sundays, 9:25 a. m. and 4:55 p. m. (from
Desbrosses and Cortlandt Streets), 9:00 a. m.,

12:20, 8:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:15 a. m., 5:00 p. m. FOR PHILADELPHIA.

FOR PHILADELPHIA.

6.05, 7:25, 7:55, 7:55, 8:26, 8:35, 9:25 (9:55 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:26, 10:25 (Penna Limited), 10:55, 11:35, a. m. 12:35, 11:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, 8:55, 4:25, *4:25, *4:25, 4:25 (4:35 Chicago Limited for Germantown Jet. only), *5:55, 6:55, 7:55, 8:25, 8:35, 9:25 p. m., 12:10 night week-days. Sundays, 6:05, *7:55, 8:25, 8:25, *0:25, 9:55 (St. Louis Limited), 9:55, 10:25 (Penna Limited), 10:56 a. m., *12:35, *1:55, *3:25, 8:35, *4:25 (4:35 Chicago Limited for Germantown Jet. only), *4:36, *5:35, 7:55, 8:25, 8:35, 9:25 p. m., 12:10 night

only, *4:56, *5:55, 7:55, 8:25, 8:25, 9:25 p. m., 12:10 night.

*Dining car.

*Coket offices, Nos. 461, 1354, 113 and 261 Broadway; 182 Fifth avenue (below 23d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above; Broodsyn, 4 Court Street, 866 Fulton Street, 350 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. Tolephone "914 Eighteenth Street" for Pennsylvania Railroad Cah Service.
W. W. ATTERBURY,
Gen. Manager,
GEO. W. BOYD,
General Passenger Agent.
10 8-1903.

OCEAN STEAMERS.

OLD POINT COMFORT

is a most attractive Autumn trip

EXPRESS STEAMSHIPS

Old Dominion Line

leave Pier 26, North River, foot of Beach St., New York, every week-day at 3 p. m., arriving at Old Point following morning. Steamer for Washington leaves same evening

Through tickets returning from Washington by rail or water. Telephone, 1580 Franklin.

OLD DOMINION LINE or Old Point Comfort, Noriols, Portsmouth, Inner's Point and Newport News, Va., connecting or Petersburg, Richmond, Virginia Beach, Wash-ngton, D. C., and eatire South and West. Freight and passenger steamers sail from Pier 8, N. R., foot Beach st., every week day at 8 P. M.

Hamburg-American.

Mediterranean Service New York-Naples-Genoa By superb new Twin Screw Steamers First Cabin SGO, \$75. 890. Upward.

S. S. Deutschland to Italy. LESS THAN 8 DAYS TO NAPLES. Around the World.

by the PRINZESSIN VICTORIA LUISH.

#2 months trip. \$1.125 upward.

HAMBURG-AMERICAN LINE,

Offices, \$5 & 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO.

PAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—EREMEN. Kronprinz, Nov. 3, 3 PM | Kronprinz, Dec. 1, 1 PM | K. Wm. II., Nov. 17, 2 PM | K. Wm. II., Dec. 15, 1 PM | Kalser | Nov. 24, 10 AM | Kronprinz | Jan. 5, 7 AM OELRICHS & CO., 5 BROADWAY, N. Y.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON.
New York.Oct. 28, 10 AM | St. Louis, Nov. 14, 9, 30 AM | Phila...Nov. 7, 9:80 AM | New York, Nov. 21, 9:30 AM | RED STAR LINE. NEW YORK—ANTWIRP—PARIS.

Seeland...Oct. 81, 10 AM | Vadori'd, Nov. 14, 10:30 AM | Krini'd, Nov. 21, 10:30 AM | Krini'd, Nov. 21, 10:30 AM | Pters Hand 15, N.R. Office, 71 Bloadway, N.Y.

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan China and Philippine Islands. Emp. of Japan Nov. 2 | H.M.S.Ahnenlan, Dec. 14 R. M. S. Tartar, Nov. 16 | Emp. of India ... Dec. 28 Pmp. of China. Nov. 16 | Emp. of India ... Dec. 28

Hawaiian, Fiji islands, Australia and New Zealand. or is and information apply at 358 & 1 B'way. ANCHOR LINE. Glasgow and Astoria....Oct. S1, S PM | Columbia. Nov. 14, S PM | Ethiopia Nov. 7, noon. | Furnessia...Nov. 28, noon

First saloon, \$50 to \$100.
Second cable \$100, blird slass, \$26 and up.
For new lines a book of Tours apply to
HENDERSON Bl. 1, 11 and 10 B way, N.Y. WHITE STAR LINE. NEW YORK SENSIOWN -CIVILIPOOL, Teutonie... Oot. 28. noon (Victorian Nov. 8, 8 P. M. Arabie. oct. 30, 1730 P.M. Certins. Nov. 4, 330 P.M. Pier 48, North W. C. Offic. 9 E. oadway, New York

STEAMISOATS

Catskill, Hadson and Coxsackia. Board every week day at Sta D. M. from Pler M. BAILBOADS.

NEWYORK THE FOUR-TRACK TRUNK LINE.

VIA NIAGARA FALLS.

8.45

10.30

1.00

9.20

Trains arrive at and depart from Grand Central ation, 42d Street, New York, as below: North and west bound trains, eacept those leaving at 890, 11:30 A. M., 245, 350, 9:15, 11:30 P. M., will stop at 126th street to receive passengers ten minutes after leaving Grand Central Station.

2.10

A. M.—TMIDNIGHT EXPRESS.—Due Albany 5:35 A. M., Troy 6:40 A. M.

7.54

A. M.—SYRACUSE LOCAL.—Stops at all important stations.

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due

Most famous train in the world. Due Buffalo 445, Niagara Falls 5:31 P. M. AM.—PASTMAIL.—PA hours to Chicago. Due Buffalo 7:10. Niagara Falls 8:07.

A. M.—BAY EXPRESS.—Makes local atops. Due Buffalo 1:15 A. M. A. M.—tLOCAL EXPRESS.—For Albany and Troy. Local stops. and Troy. Local stops.
P. M.—BUFFALO LIMITED.—Due Buffalo 11:00 P. M. Nagara Falls 11:55 P. M.
P. M.—SOUTHWESTERN LIMITED.— P. M.—SOUTHWESTERN LIMITED.—
Due Cinchinati 1930, Indianapelis 1130
A. M., St. Louis 6:46 P. M. next day.
P. M.—CHICAGO LIMITED.—24 hours
to Chicago via Lake Shore. 242, via M. C.
P. M.—The 20th CENTURY LIMITED".
—20-hour train to Chicago via Lake Shore.
Electric lights and fans
P. M.—ALBANY AND TROY FLYER.—
Due Albany 6:40. Troy 7:36 P. M.
P. M.—ALBANY AND TROY EXPRESS.—Local stops. --Local stops.
P. M. -- DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
P. M. -- LAKE SHORE LIMITED. -- 2314 hour train to Chicago. All Pullman cars. Due Cleveland 7:05 A. M., Cincinnati, 1:30, Indianapolis 3:10, Chicago 4:30, St. Louis 9:46 P. M. next day. P. M.—WESTERN EXPRESS—28 hours

Chicago via both L. S. and M. C. M. - MONTREAL EXPRESS - Via D. H. or Rutland.
M. - ADIRONDACK AND MONTREAL EXPRESS.
P. M. BUFFALO AND TORONTO
SPECIAL MAIL LIMITED.
P. M. SPECIAL MAIL LIMITED. Recoing car only for Rochester. P. M. - SOUTH W. M. Chicago 34
P. M. - PACIFIC EXPRESS. - Chicago 34
hours by M. C. 35 hours by L. S.
P. M. - *CHICAGO THEATRE TRAIN. Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

·Dally Except Sunday. Except Monday. HARLEM DIVISION. HARLEM DIVISION.

8:08 A. M. and 8:35 P. M. daily, except Sunday, to Pittefield and North Adams, Sundays at 9:30 A. M. Puliman cars on all through trains.

Trains lluminated with Pintsch licht.

Ticket offices at 167, 281, 415 and 1216 Broadway, 25 Union sq. W. 275 Columbus av., 133 West 125th st., Grand Central and 125th st. station, New York; SSS and 726 Pintson st., and 106 Broadway, Brooklyn.

Telephone "909 88th Street" for New York Central Cab Service. Baggage clescled from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON.

Wie Springfield and the BOSTON AND ALBANY RAILROAD.

Tickets at New York Central Beket affices, 1 415and 1215 Frondway, and at Grand Central Statt A. H. SMITH. GEORGE B. DANIELS. Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R.

(New York Central & Hudson River R. R., Lesser, Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.: 7-710 A.M.—For intermediate points to Aibany, 11-120 A.M.—(1) Hudson and Mohawk Express. 1202 P.M.—Chicago Express. 1202 P.M.—Chicago Express. 1202 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis. 18-46 P.M.—(2) For Hudson River points & Aibany. 18-06 P.M.—For Roch., Buffalo, Clevid & Chicago 18-06 P.M.—For Roch., Buffalo, Clevid & Chicago 18-06 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Roch., Nag. Palls. Det & Chil. 19-10 P.M.—For Syra, Palls. Det &

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry. (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:16 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (3:45 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. WILKESBARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT-24*00 *9:40 A. M., 1*3.1,
(3:40, 4:30, Lakewood and Lakehurst only);
5:00 P. M. Sundays, 9:40 A. M.
ATLANTIC CITY -9:40 A. M., 3:40 P. M.
VINELAND AND BRIDGETON-524*00 A. M.

1120 P. M. AND ASBURY PARK. OCFAN LONG BRANCH, ASBURY PARK. OCFAN GROVE, POINT PLEASANT AND SEASHORE POINTS-24.00, 8.20, 11230 A. M., 8.53, 445, 5.30, 6.30 (1150 Asbury Park only) P. M. Sundays, except Ocean Grove, 95.0 A. M. P. M. Sundays, except Orean Grove, 250 A. M.

PHILADELPHIA — READING TERMINAL

*125, 57.00, 1850, 260, 1000, 2150, A. M.

\$100, \$130, \$2.00, 3500, 3400, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.00, \$2.

ROYAL BLUE LINE.

ROYAL BLUE LINE.

NEW JERSEY CENTICAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OBIG R. R.,

Leave South Ferry. Liberty St. Ferry.

Balto.-Washington 1025 AM 1033 AM Diner Balto.-Washington 1025 AM 1033 AM Diner Balto.-Washington 1025 AM 1033 AM Diner Balto.-Washington 1025 AM 1030 AM Diner Balto.-Washington 1025 AM 1030 PM Diner "Royal Limited". 335 PM 330 PM DINER Balto.-Washington 1035 PM 530 PM DINER Balto.-Washington 1035 PM 530 PM DINER Balto.-Washington 1036 PM 1030 PM DINER Balto.-Washington 1036 PM 1030 PM DINER Balto.-Washington 1030 PM 1030 PM DINER TO MINISTRA STATE OF THE BALTO.-Washington 1030 PM 1030 P

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE, via Newport and Fall River. Leave Pier is, N. R., foot of Ivarien St., week days and Sindays at 550 P. M. Steamers PRISCILIA and PURITAN. Orchestra on oach STONINGTON LINE, via Stonington. Live Pier 40, N. R., foot Clarkson St., week days only at 650 P. M. SUS, MAINT and NIVY HAMPSHIRE. NORWICH LINE, via New London. Leave Pier 40 N. R., foot of Clarkson St., week days only at 530 P. M. Steamers OUT. OR LOWELL and CITY OF WORCESTER. NEW HAVEN LINE for New Haven. Harmond Springfield and the North. Leave Pier 40, N. R. foot of Clarkson St., week days only at 400 P. R. foot of Clarkson St., week days only at 400 P. R. foot of Clarkson St., week days only at 400 P. R. foot of Clarkson St., week days only at 400 P. R. foot of Clarkson St., week days only at 400 P. R. Springfield and the North Leave Pler 40, N R toot of Charkson St., week days only at 400 F M Steamer RICHARD PECh

PEOPLES LINE

MAINE STEAMSHIP CO. FOR PORTLAND, MAINE.

LINE NEW YORK TO PROYECUSE Factor good to read your every week day of \$1. M from Fig. 5.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave. By way of

\$500 A.M., Hartford and Willimantle,

\$200 P.M.

\$902 A.M., Springfield and Worcester,

\$300 P.M.

\$1002 A.M., Thew London and Providence,

\$300 P.M.

\$1200 M., Springfield and Worcester,

\$300 P.M.

\$1200 M., New London and Providence,

\$300 P.M.

\$120 P.M., New London and Providence,

\$400 P.M.

\$100 P.M., New London and Providence,

\$400 P.M.

\$300 P.M., New London and Providence,

\$400 P.M.

\$300 P.M., New London and Providence,

\$400 P.M.

\$400 P.M., Springfield and Worcester,

\$400 P.M., Springfield and Providence,

\$400 P.M., Springfield and Provid

New York and Boston All Rail.

LEHICH VALLEY.

Mauch Chunk Local #7.10 Am #7.10 Am #8.10 Am #10.28 Am # Tickets and Pullman accommodations at 167, 761, 290, 255, 1234 and 1854 Broadway, 183 5th Ave., 25 Union Square West, 245 Columbus Ave., N. Y., 89, Fulton St., 4 Court St., 390 Broadway and Ft. Fulton St.

St., Brooklyn.
N. Y. Transfer Co. will call for and check baggage. Lackawanna Railroad. Leave New York, foot Barelay and Christopher Sts 18,00 A. M.—For Binghamton and Syracuse.
10,00 A. M.—For Binghamton and Syracuse.
11,40 P. M.—For Buffalo and Chicago.
14,00 P. M.—For Seranton and Plymouth.
16,10 P. M.—For Buffalo and Chicago.
18,45 P. M.—Utta, Oswego, Ithaca, Buffalo.
12,00 A. M.—For Chicago.—Stepers open 9 P. M.
Tickets 167, 429, 1188 Broadway, N. Y.; 338 Pulton st., Brooklyn. Daily. 'Except Sunday.

POST OFFICE.

POST OFFICE NOTICE. Should be read DAILY by all interested, as (Should be read DAILY by all Interested, as changes may occur at any time.)
Porciga mails for the week ending Oct. 31, 1993, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America via Colon close one hour later at Foreign Station.)

TRANSATLANTIC MAILS. WEDNESDAY.—At 0.30 A. M. for El ROPE, per steamship New York, via Southampton (mail for Ireland must be directed "per steamship New York"); at 7:30 A. M. for NETHERLANDS New York"; at 7:30 A. M. for NETHERLANDS direct, per steamship Ryndam (mail must be directed "per-steamship Ryndam"; at 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Teucome, via Queenstown; at 11 A. M. for DENMARK direct, per steamship Tuited States (mail must be directed "per steamship Listed States (mail must be directed "per steamship Land States").

THURSDAY — 447 A. M. for FRANCE, SWITZLR-LAND, ITALN SPAIN, PORTUGAL, TURKEY PGYFT, GUEECL, BRITISH INDIA and LOR-LNZO MARGUFZ, per steamship La Lorraire, via Havie (mail for other parts of Europe must be directed "per steamship La Lorraire").

FOATH, GLEICE, BRITISH INDIA and LORENZO MARGUTZ, per steamship La Lorraine, wis Havie (mail for other parts of Europe must be directed "per steamship La Lorraine").

SATURDAY—At 8 A. M. for BELGIUM direct per steamship Zeciand (mail must be directed "per steamship Zeciand"); at 859 A. M. (supplementery 10 A. M.) for PUROPE per steamship Lucada, via Queenstown; at 12:30 P. M. for SCOTLAND direct per steamship Astoria (mail must be directed "per steamship Astoria").

"PRINTED MATTER ETC.—This steamer takes Printed Matter, Commercial Papers and Semples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transation Mails are opened on the piers of the American English, Prench and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MALLS FOR SOUTH AND CENTRAL AMERICA.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

WEDNESDAY.—A 170 A. M. for GRENADA, TRINIDAD and CIUDAD BOLIVAR, per steamaily Maraval; at 12:30 P. M. for MARTINIQUE.

BARBADOS, TRINIDAD, CIUDAD BOLIVAR, and DUTCH GUIANA, per steamalip Plemonte; at 12:30 P. M. (supplementary 1:30, M.) for ST. THOMAS, ST. CROIX, LEEV 410 and WINDWARD ISLANDS, BRITISH, DO. H. and FRENCH GUIANA. per steamship Parateman of the Company MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

12 M. for MENICY, per steamsing asson, vo Tamples (mall must be directed "per steamship Jason"). FRIDAY. - At 6.39 A. M. for NEWFOUNDLAND, per steemsslip togsalind; at 12 M. for BARBA-RIDAY.—At 6.39 A. M. for NEWTOWNIASAY, per steemship kosalind; at 12 M. for BARBA-DOS and NORTHERN BEAZIL, per steamhslp Sobralence, via Pare, Maracham and Ceare; at 12 M. for YUCATAN, per steamship Tjomo (mail trust be directed "por steamship Tjomo"); at 12 M. (Supplementery 1230 P. M.) for BAHAMAN per steamship Santlago (mail for AMMAN per steamship Santlago (mail for Santlago must be directed to treet of the control of CIVITADAY—At S. A.M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Virgit; at 33 May 10 May 10

MAILS FORWARDED OVERLAND, &C., EXCEPT
TRANS.PACIFIC.
CUBA.—Via Florida, closes at the soffice daily, except Thursday, at \$6.30 A.M. (the connecting until sclose here on Wednesdays and Saturdays, via Tampa, and on Mondays via Mann).
MENICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this other daily, except Sunday, at 130 P. M. and 1130 P. M. Sundays at 130 P. M. and 1130 P. M. Sundays at 100 P. M. and 1130 P. M.

NEW FOUNDLAND.—By rail to North Sydney, and NEWFOUNDLAND.—By rail to North Sydney, and throne by steamer, closes at this office delly at 6:30 P. M. roomeeting mails close here every Monday, Wednesday and Saturday.

JAMAICA—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Turesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M.

BELIZE PUERTO CORTEZ and GUATEMALA.—
By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 41:30 P. M. and 411:30 P. M. Sundays at 41:30 P. M. and 411:30 P. M. for the steamer, closes at this office ally, except Sunday at 41:30 P. M. and 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. and 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. (connecting mail closes here furedays at \$11:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. (connecting mail closes here Turedays at \$11:30 P. M. Sundays at 41:30 P. M. (connecting mail closes here Turedays at \$11:30 P. M.).

REGISTERED MAIL closes at 6:30 P. M. previ-

REGISTERED MAIL closes at 6:00 P. M. previ-TPANS PACIFIC MAILS.

CHINA and JAPAN via Scattle, close here daily at 6:30 P. M. up to Get. \$28th, inclusive, for despatch persteamship Tosa Maru.

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to Oct. \$30th, inclusive, for despatch per stramship Tacoma.

HAWAII, via San Francisco, close here daily at 6:20 P. M. up to Nov. \$2d, inclusive, for despatch per stramship Alameda.

HAWAII, JAPAN, CHINA and PHILIPPINF IS LANDS, via San Francisco, close here daily at

spalen per steamsally Alameda.

HAWAII, JAPAN, CHINA and PHILIPPINF IS
LANDS, via San Francisco, close here daily at
6:30 P. M. up to Nov. 55th, industive, for despatch
per steamship America Maru.
AISHRALIA (except West), FIJI ISLANOS and
NEW CALEDONIA, via Vancouver and Metoria, B. G., close here daily at 6:30 P. M. up to
Nov. 47th, inclusive, for despatch per steamslip Accases.

NEW ZEALAND, AUSTRALIA (except West),
XEW CALEDONIA, FIJI, SAMOA, and HA
WAII, via San Francisco, close here daily at 6:30
P. M. up to Nov. 3tth, inclusive, for despatch
per steamship Sometha. (If the chinard steamstoning the British moil for New Zealand
does not arrive in time to connect with this
deemsten, extra mails—closing at 6:50 A. M.
9:30 A. M. and 6:30 P. M.—will be made up and
forwarded until the arrival of the Cunaristeamstr.

ADURONDAL KOR DE CVERT 11 30 ND.
leaves Fler 82, N. R., foot can all St., at 6 P. M. week
days, connecting with trains of though at the b for
points North. Fast and West. Freursbur 92 50

JOY ONLY \$1.50

TROY LIRE "SARATORIA OF COTY OF THE BOT OF All leading to been would cost \$65. The daily all Machines were not present and analysis of all leading to been would cost \$65. The daily all Machines are not present all and the action of all analysis of all and the action of all analysis of an action of all analysis of a second of the second

steamer.
Ath II and MARQUESAS ISLANDS, via San Francisco, close here dally at 6:30 P. M. up to No youth beduster, for despatch per steamship of the close to the control of NOTE United otherwise addressed West Au-ticle is forward divide Purope, and New Zea-buri and Philippines to San Francisco e authorist routes Philippines specially at the paste of the Furope mu

e duckest routes. Philippines specially at the fire and of of "la Firepe" much of the prope" at the foreign rates. Haws the fire and of visuals Francisco cardialvely fires. Facility mails are forwarded to port of an ine daily and the chied the of closing is arranged or the presemption of their unitarrupted overlanding to the property of the propert